



ADA Technical Memorandum

Date 30 December 2004
To Nicole McIntosh, WSF
From Kandi Johnson, WSF
Subject Task AO: Point Defiance/Tahlequah Terminal Site Feasibility Study
Draft ADA Requirements Memorandum

The Point Defiance/Tahlequah Terminal Site Feasibility Study has many components that require analysis and conclusions based on the proposed Slip layouts and future Slip layouts. This memorandum proposes to address the Americans with Disabilities Administration (ADA) Requirements relevant to for each of the proposed Design Options for this project.

WSF Service Plan

ADA compliance must be taken into consideration when composing the Design Options for accessibility to the sites, facilities and buildings. The ADA accessibility to the vessels and public transit is not addressed in this report.

The designers will comply with requirements according to the following ADA Guidelines for different aspects of the design such as:

- Addressing ADA Accessible Facilities on Road, Street, and Highway Projects:
Washington State Department of Transportation (WSDOT) Design Manual Supplement (effective date 6/29/2004)
- Accessibility to sites, facilities, buildings and elements by individuals with disabilities:
Americans with Disabilities Act Accessibility Guidelines (ADAAG)
<http://www.access-board.gov/ada-aba/commrept.htm>

Though not addressed in this report, should future design consider Overhead Loading this would serve as a resource:

- Accessibility to Overhead Loading (OHL) facilities and vessels Passenger Vessel Accessibility Guidelines (PVAG):
<http://www.access-board.gov/news/pvag.htm>

ASARCO (Pt. Defiance)

Option 1

The distance from the disabled parking to the waiting area is approximately 375 ft. It is approximately 575 ft. from the public transit drop-off/pick-up area to the pedestrian waiting and loading area. This could pose a problem for persons with disabilities if the slope elevations don't comply, ADA requirements along with other safety issues.

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Option 2

Disabled parking is located 100 ft. from the waiting and loading area. The public transit drop-off/pick-up is approximately 300 ft. from the waiting and loading area. The ADA concern would be the same as stated in Option 1.

Option 3

Disabled parking is located approximately 50 ft. from the waiting area. Even though parking is located close to the waiting area, a person, with disabilities using public transportation, would have to go approximately 425 ft to the waiting and loading area. The ADA concern would be the same as stated in Option 1.

Tahlequah

All the Options for this terminal pose a challenge for pedestrians and persons with disabilities using public transit and/or being dropped off. There is no patron and/or ADA parking on the dock. The pedestrians will have to walk at least 400 ft. to the pedestrian passenger waiting and loading area at the end of the dock. One of the major concerns with the designs will be complying with ADA Requirement for the slope elevations to and from the drop off area to the waiting/loading area.

Conclusion

It may not be practicable and/or economical to meet all the ADS Standards, but all the Design Options must meet maximum extent feasible and will address the pedestrian's needs with disabilities such as sight impairment, wheelchairs, walkers, etc. Items such as safety, handrails, non-obstructed walkways for wheelchair accessibility, signing, ramps that meet ADA standards and slopes will be considered in the Design Options.

Future Additions to This Memo

It is intended that future versions of this memo will also address the proposed ADA recommendations incorporated in the layouts for the design options for the ASARCO (Pt. Defiance) and Tahlequah terminal sites.